

## Control of Residential Cut-Through Traffic Program

In accordance with § [46.2-809.1](#) of the Code of Virginia the Commonwealth Transportation Board adopted Policy and Procedures for the "Control of Residential Cut-Through Traffic" on May 9, 1996. The policy provides the means for a county or town to address cut-through traffic problems in residential areas.

As defined in the Code Section, residential cut-through traffic means "vehicular traffic passing through a residential area without stopping or without at least an origin or destination within the area."

In order for a street to be eligible for consideration under the program it must be a local residential street with a minimum of 150 cut-through trips occurring in one hour in one direction and with 40% or more of the total one hour, single direction volume being cut-through traffic. For eligible streets, a valid petition outlining the perceived problem and signed by at least 75% of the total occupied households in the primary use area must be obtained and all alternative routes for through traffic identified if travel is restricted on the street(s) in question.

To pursue consideration under the program on streets that have been determined to be eligible, the county or town submits a formal resolution, along with specific supporting data, to the local VDOT Resident Administrator. This prompts VDOT to complete a study of the roadway network identified in the formal request. The county or town and VDOT then work jointly to obtain comments from local agencies and the public and reach an agreement on the final remedial measures. VDOT staff will determine the appropriate alternatives and convey the findings and recommendations to the county/town, typically through the VDOT Resident Administrator.

If the local governing body and VDOT fail to agree on the remedial measures to be implemented, the governing body may appeal to the Commonwealth Transportation Commissioner who will analyze all the supporting data and render a final decision, which will be binding.

Projects meeting the eligibility criteria are fully funded with state secondary road funds with concurrence from the local boards of supervisors. There are provisions for VDOT to fund up to 50% of the cost for roads not meeting the eligibility criteria (e.g. the minimum cut-through volumes are not met).

The [Policy and Procedures for the Control of Residential Cut-Through Traffic](#) adopted by the Commonwealth Transportation Board on May 9, 1996 contains the complete requirements and procedures for the program as well as the responsibilities of the local governing body as well as VDOT.

The policy is accompanied by an [Operating Guide](#) that provides information on alternatives, analysis and procedures.

For further information see [frequently asked questions](#).